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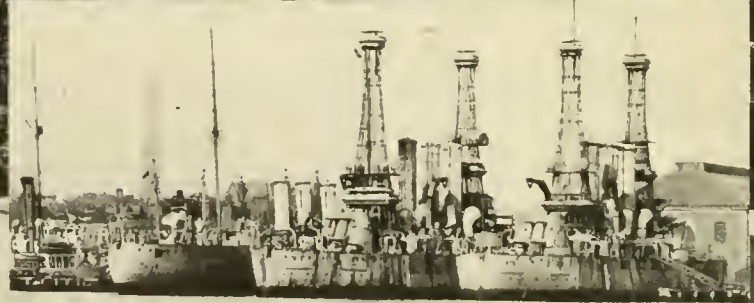
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THE CHARLESTOWN NAVY YARD

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OWN NAVY YARD

The purpose of this brochure is to outline briefly a proposal for redevelopment of the Charlestown Navy Yard. Planning studies conducted by the BRA have shown that the Yard, which was decommissioned two years ago, lends itself to the development of new housing, a major hotel-convention center, light industry and other commercial uses.

New jobs will be provided by this development and for the first time the City of Boston will receive tax revenue from the Yard. Those are matters of vital importance to the continued growth of this city's economy. But in yet another sense, the reuse proposal outlined in this brochure also presents an opportunity to improve the quality of life in Boston.

For instance, a major feature of this proposal is that many buildings of architec-

tural and historical importance would be recycled to serve new uses. In addition, development of walkways, parks and open space will provide visual and physical access to a part of the Boston waterfront that has never been available for public use.

This imaginative and resourceful proposal is one which can help rejuvenate the Navy Yard and in so doing, make a contribution to improving the quality of life in Boston.

Robert T. Kenney, *Director*
Boston Redevelopment
Authority



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On July 1, 1974, after 174 years as a military installation involved in the building, repair and conversion of Naval ships, the production of arms, and the manufacture of rope and chain for the entire U.S. Navy, the Boston Naval Shipyard in Charlestown was decommissioned.

On that day, a proud chapter in the history of the U.S. Navy came to a close. For it was at the Charlestown Navy Yard that the first warship of the U.S. Navy was constructed. It was here that the first screw steamship and the first torpedo boat were built. The Navy's first iron-clad vessel, the Merrimac, was built here, as was the Hartford — Admiral Farragut's flagship at the battle of Mobile Bay. The USS Constitution was the first and last ship to be overhauled in Drydock 1 at the Shipyard and has been moored here intermittently since the War of 1812.

Indeed, the historic importance of the site precedes its use as a Navy Yard. It was this location, then called Moultons Point, where the British landed for their assault on the Patriots in the 1775 Battle of Bunker Hill.

But even though the site is rich in history — and even though it played an invaluable role in the defense establishment of this nation since Revolutionary days — the Yard was one of those military bases which was a candidate for deactivation whenever the Pentagon began talking about economy.

As rumors of the Navy Yard's demise increased in the late 1960's the Charlestown community and the Boston Redevelopment Authority, in its capacity as the city's planning agency, began preliminary studies of reuse proposals for the Navy Yard.

A part of this preliminary study by the BRA suggested that the southernmost portion of the Yard — the area where the USS Constitution is permanently berthed — be set aside as a historic park. This provision

was included in the Boston National Historic Park bill, a measure that was approved by Congress and signed into law by the President in October 1974. To be operated by the National Park Service in cooperation with the United States Navy, the Boston Naval Shipyard National Historic Site will feature "Old Ironsides" and exhibits describing the history and technological aspects of the Boston Naval Shipyard.

But the historic park, even though it is a welcome addition, does not make up for the 5000 jobs lost when the Navy Yard was closed.

And the matter of jobs and the Navy Yard has not diminished in importance as the unemployment rate in the Boston metropolitan region has grown to more than 13 percent.

The BRA, then, has proposed a plan which will return the Navy Yard to active economic use, by creating new jobs for Boston residents and generating large-scale capital investment to augment the city's tax base.

As a first step, the BRA has filed applications with the Federal government to acquire portions of the Navy Yard.

The land use plan was developed on the basis of three years' work planning a new use for the Charlestown site. Early attempts to market the site for private shipbuilding and other related labor intensive industrial uses were not successful. Accordingly, the current program is directed toward maximizing the tourism potential of the historic character of the site itself and the surrounding area, which includes the USS Constitution (Boston's single greatest tourist attraction), Bunker Hill Monument, and the Historic Freedom Trail. In addition to its unique historic setting, the Shipyard is strategically located near the heart of Boston's waterfront and is less than one mile from the center of Boston's Central Business District.



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Briefly, the program calls for a mixed use development as follows:

- Over 80,000 sq. ft. of retail commercial space
- Some 430,000 sq. ft. of institutional activities
- About 60,000 sq. ft. of office/loft incubator industry
- A 700-1,000 united hotel conference center
- Approximately 1,000 units of new housing
- Up to 250,000 sq. ft. of labor intensive light industry

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The Boston Redevelopment Authority will act as developer for the entire site. Development responsibilities will include site preparation and the improvement of all public areas — streets, parks, and related open space. These improvements are estimated at \$17 million. The Authority will market the site, identifying appropriate private developers, exhibits and institutions for historic buildings as well as developers of new construction such as the hotel, housing and light manufacturing uses. Working with private users, the BRA will insure design controls, oversee the phasing of development and coordinate developer plans with various Federal, State and local agencies which have a role in the development process relating to funding and/or review of plans.

The overall reuse plan will be carried out over a 10-year period and will involve about \$100 million in total capital investment of which more than 80% will come from private developers and public and semi-public institutions. The remaining capital investment will be in the form of site preparation and infrastructure costs.

The proposed investment program would yield 455 construction jobs in the peak year, or an average of nearly 300 construction jobs per year over a 10-year period, and nearly 1,300 permanent jobs, with an annual payroll of more than \$15 million. Secondary employment will support another 800 jobs in the local and regional market.

Retail sales in commercial tourist expenditures, parking, hotel and personal services are estimated at nearly \$18 million per year, with secondary impacts on the city and region projected at \$13 million per year.

Annual tax revenues generated by new uses in the Shipyard are estimated at \$3.6 million, with over \$2 million going to the City of Boston and nearly \$1.6 million going to the Commonwealth of Massachusetts. Since the Shipyard, as a government installation, has been tax exempt in the past, the taxes going to the City of Boston will be totally new revenues.

The planned investment, the creation of jobs and the generation of income produced by the revitalization of the Charlestown Naval Shipyard would come at a time when they are very much needed in view of the national economic recession.

The economic factors are of vital importance. But almost equally important is that the Navy Yard, under the plan we are proposing, offers an opportunity for carrying out the largest recycling project in the United States. Boston has compiled a remarkable record when it comes to recycling old buildings for new uses, and the adaptive reuse we propose for the 19th century granite buildings in the Navy Yard will be the capstone of all our achievements to date.

The BRA's plan for the Charlestown Navy Yard is ambitious. It also involves a complex development process. But in many ways the plan for the Navy Yard mirrors the work the BRA has done over the past decade in transforming Boston's downtown waterfront.

Just as men of vision more than a decade ago spelled out a program to revitalize Boston's historic

waterfront, so today is the BRA once again proposing that another part of Boston's history be renewed to serve contemporary needs of this city.

The BRA's experience in redeveloping the downtown waterfront has shown it can be done. Old buildings can be adapted for new uses. Parks and open space can help future generations rediscover the historic harbor. But most of all a facility which once contributed so much to this city and this nation will once again function to everyone's advantage.

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